

Claims

- [c1] 1.A wheel chock for preventing rotation of a wheel wherein the wheel includes a rim and a tire supported on the rim, said chock comprising:
a body adapted to be placed under the wheel to generally prevent the wheel from rotating in the direction of the body,
said body including a pair of spaced sidewalls and a rear wall extending between the sidewalls,
said body presenting a leading edge adapted to engage the tire when the body is placed under the wheel,
said leading edge being oppositely spaced from said rear wall and extending between said sidewalls,
said leading edge being arcuate so as to define a mid-section that is recessed relative to the sidewalls.
- [c2] 2.The chock as claimed in claim 1,
said body further including a wheel-supporting surface extending between said sidewalls and rear wall,
said rear wall engaging the wheel-supporting surface at one end thereof,
said leading edge being defined along the other end of said surface.

- [c3] 3.The chock as claimed in claim 2,
said body being slidable relative to the wheel when
placed there under into and out of an operating position
wherein the tire engages both the leading edge and at
least another portion of the wheel-supporting surface.
- [c4] 4.The chock as claimed in claim 3,
said wheel-supporting surface including at least one
raised wheel-engaging rib projecting out thereof and
positioned adjacent said leading edge,
said at least one wheel-engaging rib comprising said at
least another portion of the wheel-supporting surface.
- [c5] 5.The chock as claimed in claim 2,
each of said sidewalls presenting a generally triangular
configuration.
- [c6] 6.The chock as claimed in claim 2,
said wheel-supporting surface being generally arcuate
between said leading edge and said rear wall.
- [c7] 7.The chock as claimed in claim 1,
said body further including a wheel-supporting surface
extending between said sidewalls and said rear wall,
said surface enclosing said walls to form an internal
chamber therebetween.

- [c8] 8.The chock as claimed in claim 7,
said body defining an open face opposite said wheel-
supporting surface in communication with said internal
chamber.
- [c9] 9.The chock as claimed in claim 8,
said body further including an embossed rim around
said open face,
at least a portion of said rim including a plurality of
barbs angling away from said wheel-supporting surface.
- [c10] 10.The chock as claimed in claim 8,
said body further including at least one supporting leg
extending through said internal chamber between said
wheel-supporting surface and said open face,
said supporting leg being spaced from said rear wall and
said leading edge.
- [c11] 11.The chock as claimed in claim 1,
said rear wall including a handle integrally formed
therein.
- [c12] 12.The chock as claimed in claim 11,
said rear wall presenting a generally trapezoidal configu-
ration.
- [c13] 13.A pair of wheel chocks for preventing rotation of a
wheel, each of said chocks comprising:

a body adapted to be placed under the wheel to generally prevent the wheel from rotating in the direction of the body,

said body including a pair of spaced sidewalls, a back wall extending between the sidewalls, and a wheel-supporting surface extending between the side and back walls,

said wheel-supporting surface defining a surface area, said body defining an interior chamber between said walls and surface and an open face communicating with said chamber,

said open face defining a face area,

said face area being greater than said surface area so that the wheel-supporting surface of one of the chocks can be received through the open face and at least partially within the interior chamber of the other chock.

[c14] 14.The chocks as claimed in claim 13,
said back wall presenting a generally trapezoidal shape.

[c15] 15.The chocks as claimed 13,
said body further including an embossed rim defining said open face,
at least a portion of said rim including a plurality of barbs angling away from said wheel-supporting surface.

[c16] 16.The chocks as claimed in claim 13,

said body further including at least one supporting leg extending through the internal chamber between said wheel-supporting surface and said open face.

[c17] 17.The chocks as claimed in claim 16,
said supporting leg presenting a hollow center communicating with said wheel-supporting surface.

[c18] 18.The chocks as claimed in claim 17,
said supporting leg presenting a ground-engaging section at one end spaced from said wheel-supporting surface,
said supporting leg tapering from said wheel-supporting surface to said ground-engaging section.

[c19] 19.The chocks as claimed in claim 18,
said ground-engaging section including a plurality of ridges angling away from said wheel-supporting surface.

[c20] 20.The chocks as claimed in claim 16,
said body further including at least one gusset extending from said supporting leg and being fixed relative to said back wall.

[c21] 21.The chocks as claimed in claim 20,
said gusset extending away from the underside of said wheel-supporting surface so as to prevent the other chock from engaging the underside of the wheel-

supporting surface when the other chock is received through the open face and at least partially within the interior chamber.

[c22] 22.The chocks as claimed in claim 13,
said wheel-supporting surface including a leading edge adapted to engage a portion of the wheel when the body is placed thereunder,
said leading edge being oppositely spaced from said rear wall and extending between said sidewalls.

[c23] 23.The chocks as claimed in claim 22,
said leading edge being arcuate so as to define a mid-section that is recessed relative to the sidewalls.

[c24] 24.The chocks as claimed in claim 13,
said back wall including a handle integrally formed therein.

[c25] 25.A method of preventing rotation of wheel wherein the wheel includes a rim and a tire supported on the rim,
said method comprising the steps of:
(a) forming an arcuate leading edge along a first wheel chock;
(b) positioning the first wheel chock in an engagement position wherein the leading edge is generally transverse relative to the tire; and

(c) sliding the first wheel chock under the wheel while in the engagement position so that the leading edge presents the first point on the first wheel chock that engages the tire.

[c26] 26. The method as claimed in claim 25,
step (a) including the steps of forming the arcuate leading edge to substantially complement the contour of the tire when the wheel chock is in the engagement position.

[c27] 27. The method as claimed in claim 26,
step (a) including the step of forming a wheel-supporting surface along the first wheel chock that presents said arcuate leading edge,
step (c) including the step of sliding the first wheel chock under the wheel until the tire engages both the leading edge and at least another portion of the wheel-supporting surface.

[c28] 28. The method as claimed in claim 25;
(d) placing a second wheel chock under the wheel so that the second chock engages the wheel;
(e) removing both chocks from under the wheel; and
(f) nesting the second wheel chock within the first wheel chock so that the second wheel chock is substantially received within the first wheel chock.

[c29] 29.The method as claimed in claim 28,
said first wheel chock presenting a generally triangular
prism configuration presenting a normally open face that
is closed by the ground when the first wheel chock is
placed on the ground in the engagement position.

[c30] 30.The method as claimed in claim 29,
said first wheel chock defining an internal chamber
within the prism configuration in communication with
the open face,
step (f) including the step of placing the second wheel
chock substantially through the open face and into the
internal chamber.

[c31] 31.The method as claimed in claim 30,
said first wheel chock further including a wheel-
supporting surface on one side of the prism configura-
tion opposite of the open face and being operable to at
least in part engage the tire when the first wheel chock is
slid thereunder.

[c32] 32.The method as claimed in claim 31,
said first wheel chock further including a supporting leg
that extends through the internal chamber between said
wheel-supporting surface and said open face,
step (c) including the steps of engaging the tire with the
wheel-supporting surface and engaging the ground with

the supporting leg.

[c33] 33.The method as claimed in claim 32,
said first and second wheel chocks being similarly configured,
step (f) including the steps of nesting the supporting leg
of the first wheel chock within the supporting leg of the
second wheel chock.

[c34] 34.The method as claimed in claim 25,
step (a) including the step of forming the first wheel
chock out of plastic.

[c35] 35.The method as claimed in claim 34,
step (a) including the step of forming the first wheel
chock out of polyethylene or polypropylene.

[c36] 36.The method as claimed in claim 35,
step (a) including the step of making the leading edge
about one hundred and twenty thousandths of an inch
thick.